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DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. 3. CLEVELAND, O., JANUARY 17, 1889. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

## AROUND THE LAKES.

CLEVELAND, OHIO.

It is said that four new yachts will be added to the Cleveland fleet next season.

John F. Parkhurst general manager of the Globe Iron Works Co., is visiting New York on business for his firm.

Mr. G. C. Barnes agent for the Æna grate, reports business as being fairly brisk, and is now supplying several orders.

The ship calkers, who have been on a strike here for some time, have returned to work again, the difficulty having been settled.

Mr. Penberthy, president of the Eagle Iron Works of Detroit, was in the city this week, on business pertaining to his patent injector.

Messrs. Condit & Fuller, of this city, is supplying the steel arches and straps for the new boat now nearing completion at Quayle s Sons' shipyard.

It is reported that Captain Lou Young, formerly in the Winslow line, is to sail Captain Green's propeller S. E. Peck, of Buffalo, next season.

Captain Glass, of Marine City, Mich., is in the city. Captain Glass has sold his interest in the Thomas Gawn, which he sailed last season to Mr. Smith, in Marine City.

Mr. Lacklin, boatbuilder, is building two boats for Johnson, two for Robert Rhodes, two for the Globe Iron Work's shipyard, and two for Quayle's Sons shipyard.

Orders for the Chase fog whistle machine are coming in to the makers regularly, and it is expected that most of the new boats now in course of construction will be fitted with this valuable invention.

The Cleveland ship building company have the second boat building for the Cleveland Iron Mining Co., well along, keel and keelson laid, fattocks, floors, and one hundred frames up, and work is being pushed rapidly along.

The officers of the Orient transportation company are: President, A. C. Saunders; vice president, L. C. Hanna; secretary and treasurer, Silas Hitchcock. Directors, A. C. Saunders, L. C. Hanna, George P. McKay, Thomas Joplin and C. C. Bolton.

The engine connected with the machinery used in the swinging the Superior street viaduct is being repaired. In the meantime should any vessels carrying sticks desire to pass up or down the river, they will be obliged to house there topmasts at least, the repairs will take about two weeks to complete.

The Mutual, and Orient transportation companies, have both held annual meetings. The officers of the Mutual transporation company are: President, L. C. Hanna; vice president, M. A. Hanna; secretary and treasurer, A. C. Saunders. Directors, M. A. Hanna, L. C. Hanna, William Chisholm, H. P. Card, H. M. Hanna, Thomas Joplin and A. C. Saunders.

Mr. Frank Manton, agent for the American Ship Windlass Co., of Providence, R. I., was in the city last Saturday, he will make a short stay at each of the principal ports on the chain of lakes and expects to be very busy attending to the numerous orders given for the Providence ship windlasses, and capstans, by the builders of our large new fleet. Mr. Manton is accompanied by his daughter.

Work at the Globe Iron Works Ship yard is moving rapidly along. Already the new buildings are erected, and most of the machinery in place. Notwithstanding the recent blaze no time has been lost on the work in hand. The firm have signified their intention of improving the building at the shipyard by raising it a few feet, so as to correspond with the new shops and increased facilities. The interior of the new offices, a description of which was published in a former edition of the paper, is now completed, each department being conveniently located and occupied by the respective officers of the company.

Mr. Quincy Miller, foreman boiler maker for the Cleveland ship building company, anticipated a ride to Detroit on the new Michigan Central ferry steamer Transfer. He failed to make the connection, however, and consequntly, his trip did not material ize.

The firm of Bassett Presley & Train have taken the contract to provide the iron work, including the diagonal straps, and frames for the boat now building at Quayle's Sons shipyard for Captain Thomas Wilson. They will also furnish the iron for the boat building at the Cleveland dry dock for Captain Johnson, and report business brisk, with a most favorable outlook.

Captain W. Bradford, who has during the last three years successfully conducted a school of navigation in Buffalo, has been prevailed upon by a number of our prominent owners and masters, to open up a school in this city, and rooms have been taken in Seymour block on Detroit st. Some of our best lake steamboat men and sailor men have joined the class. Captain Bradford bejng both a navigator and steamboat man.

At Quayles' Sons' shipyards the steam barge building for Rhodes and others is well advanced; they are now putting in her diagonal straps, arches, and lower deck frames. She will be ready to receive her machinery in three weeks. The boat building for Captain Thomas Wilson is all in frame and work on her is advancing rapidly, considering the difficulty which is experienced in getting timber the lack of snow being a great drawback in this particular. The keel is laid and they are commencing to put up the frames of the new boat building for Captain Lockwood and others.

Captain James Lowe and Captain Murphy, who have long been in Captain Thomas Wilson's employ, have been appointed to the command of the new steel steamer now under construction at the Cleveland ship building company's yards for the Cleveland iron mining company. Many good masters have been made under the jurisdiction of Captain Thomas Wilson; their discipline is perfect, and whoever secures the services of masters who have ever been in the Wilson Transit line, will never fail to recognize that they have good men to the fore.

Captain Charles Gale, well known by Cleveland navigators, father-in law of Mr. Thomas Quayle, still adheres to his old custom of being an onlooker over the waters He has not been heard of lately about the lower lakes, but is still hale and hearty and upwards of 70 years of age, and is just as aggressive as he used to be in his younger days, although he has apparently coiled up his ropes and brought himself to an anchor in good and safe moorings alongside of his aged consort. He is not entirely forgotten by his old nautical cronies, and many of them will be pleased to hear that he has hove to at Somerra, Ont., and is busily engaged ploughing the land with as much zeal as he formerly ploughed the ocean.

The new drydock is entirely completed and the water has been let in. The machinery will all be in place in a few days, when the engines will be tested. The dock looks to be a fine, commodious structure, and is well located. It is 400 feet long, 93 feet wide on top, and 48 feet wide at the bottom, carrying 18 feet of water over the mitre sill. There is fully a week's work yet to dredge out the coffer dam, but it is confidently expected that the dock will be ready to accomodate a vessel in two weeks, and there is enough work ahead to keep it occupied until spring. It has been computed that 3 800,000 gallons of water is contained in the dock, though about twenty-five per cent more matter has excavated than these figures would show.

PORT HOPE, ONT.

During the recent gale the schooners Suffel and Garibaldi broke from their moorings in the new harbor and ran against the east pier; both were more or less damaged. The damage to the Garibaldi is estimated at about $100.

CHICAGO, ILL.

*Special to the Marine Record.*

The schooner G. A. Marsh, was sold by Marsh, Bingham & Co., to C. Michelson, of Chicago; consideration $7.000. McGarigle, who escaped on her and was landed on Canada's shore may thank his lucky stars that she did not change hands before, as he may not have found such a kind, generous hearted friend in command of her as Captain John Freer, who enabled him to escape. Captain Freer must be held blameless for what happened, as his kind, big heart, always compels him to help out of trouble any one in need.

The tug A. G. VanSchaick is receiving a partial rebuild at the Vessel Owners' Towing Co's. shipyard, foot of Franklin street.

Dan McLeod, inspector for Inland Lloyds, returned from Milwaukee, Tuesday, where he had examined the repairs done to the propeller Progress, at Wolf & Davidson's shipyard, comprising new keel and bottom planking, extra floor timbers and lower deck frames. He informed your correspondent that the Milwaukee shipyard company had closed a contract to build a tow barge 200 feet keel, 34 feet beam, 13 feet hold for the Pesthigo lumber company.

W. H. Wolf, of the shipbuilding company of Wolf & Davidson, was in Chicago, Tuesday. He informed your correspondent that although they were not building any new vessels, they had 150 men working on repairing and rebuilding.

Captain H. C. Albrecht, of Manitowoc, stopped off here on his way home from Cleveland.

Captain Fred P. Houghton, who has sailed the schooner J. I. Case, for five years past, will next season have command of the steamship R. R. Rhodes.

Captain Larry Easton will sail the schooner J. I. Case.

The steamship Tacoma, of the Lehigh Valley line, has gone into one of Miller Brothers' dry dock, for caulking, and to have her shaft straightened.

Captain Sam Shannon, of the steamship Chemung, has arrived here to look after work to be done on the Union Line company's steamships laid up at this port.

A. O. Rogers, chief engineer of the Union Steamship Co., was in this city Monday.

Captain F. M. LaSalle, vessel agent, Duluth, is in Chicago this week, visiting friends.

Captain Stubbs, who commanded the schooner Adirondac last season, and laid her up in winter quarters here at the close of navigation, is puzzled to know why she is reported lost in the "lost tonnage" list published in the MARINE RECORD of January 3rd, and wishes the report contradicted.

Captain Henry Richardson, of the steamer S. C. Hall, of Alpena, who has been spending a week in this city among his friends, leaves for Bay City tonight, (Wednesday).

WILLIAMS.

TOLEDO, OHIO.

*Special to the Marine Record.*

Captain J. W. Cooke of the sandsucker Companion, returned last Saturday after having had a very pleasant visit with friends and relatives in Pennsylvania and New Jersey.

On last Thursday Daniel McKinley, the well known grain trimmer, died at his home on Tecumseh street. On the same day his daughter, aged eighteen years, died also.

Thomas Purney, Geo. W. Bills, Charles Curtis, Captain Al. Fitts and others, on the 14th, organized what will be known as the Maumee River Steamboat company, with a capital of $50,000.

The contract for a new steamer of the Mississippi style, and capable of carrying 1,000 passengers was let to Moses Bowes today. The steamer will be 165 feet long and 30 feet beam, with all the latest and most modern designs.

The boat is intended to run between here and Perrysburg. Arrangements have already been made at that point for dockage, etc. Toledo will have several other new steamers next summer.

Jack Worden, a well known calker, died last Saturday night at his residence in North Toledo. He was very eccentric in his ways, but was very well liked by every one who knew him.

The lower derrick at Columbus dock will be moved up closer to the others. They will then be able to work four boats steady, day and night.

The lease of Kelsey & Freeman, lumber dealers, who occupy the first dock below the Columbus, expires April 1st. It is reported that the C. H. V. and T. folks will then lease it and use it for an ore dock.

J. V. Ketchum and others of Toledo purchased for $150,000 the big propeller Majestic, recently built by James Davidson of Bay City. The Majestic is probably the largest and most complete wooden steamboat afloat. Vessel owners from all over the lakes were figuring for this boat. Several Cleveland vessel owners were among the people who bid for her.

Wednesday morning, the 9th inst., the water was down 9 feet and 9 inches. The lowest ever known.

C. O. D.

MILWAUKEE, WIS.

*Special to the Marine Record.*

Marine items of interest have been very scarce lately but nevertheless I send you what there is.

There is an unwonted activity in vessel property in this vicinity, and apparently, also, at every port on the lakes.

The following are some of the sales: Steamer Joys, W. A. Starke to R. Winkler, ⅓ interest, $6,000. Steamer Colin Campbell, John Cochran to Wm. Anderson, ⅜ interest $5,500. Steamer G. H. Dyer, Wolf & Davidson to W. & D. S. S. Co., whole, $75,000. Steamer May Durry, John Fitzgerald et al, to Spry Lumber Co., whole, $49,000, and other transfers to come in a later issue. These sales indicate in a measure the confidence felt in next season's business, and it is hoped no one will be disappointed.

Work is progressing rapidly on the syndicate boat at the Milwaukee ship yard company, and they will soon commence on the second boat. The same company are giving considerable of a rebuild to the steamer J. Pridgeon, Jr., and are putting new spars in the schooner Louie Burton.

At Wolf & Davidson's they are giving the steamer Progress a $45,000 rebuild, putting in extra frames, renewing keelson and part of keel, new outside planking extending from bilge to bilge. They are also putting steel plates on both sides of keelson, and bolting them through and through to give additional strength. The steamer R. Holland is also receiving an extensive overhauling at Wolfs.

The steamer Tremble is nearly finished having received an extensive overhauling.

The new boat building at Messrs. Riebolt, Wolfen & Co., Sheboygan, is for the Dunaher Melendy Co., and Captain John Cochrane. She will be about the same size and style of the Simon Langell, and her power will comprise a fore and aft compound 24 and 44 by 42 stroke, to be built by S. F. Hodge & Co., and two boilers 8 by 14 inches to be built by T. L. McGregor of this place.

There has been some quiet figuring lately on the consumption of fuel, and it is said that the results are not at all complimentary to the triple expansion. If possible I will get some figures and give them to the RECORD readers.

Engineer Riggs of the steamer Rust, has arrived in Milwaukee, and assumes control of the repairing to be done to the machinery of the steamer Progress.

W. W. Tyler, last season engineer of the steamer Gladstone, and patantee of the Tyler feed water purifier, was in town last week in the interests of the patent.

Thomas Albrightson, chief engineer of the steam ship W. H. Wolf has returned from a two weeks visit in the east.

The tug Temple Emery has had her machinery overhauled, and received a new stack and brichen and a new shoe from Sheriff's. Sheriff's have also furnished a new shoe for the steamer C. W. Moore at Manitowoc.

Secretary H. J. Mills, of the dry-dock association of the lakes issued a call for the annual meeting at Milwaukee, Wednesday.

Officers of the marine engineer's association number 9, of Milwaukee, Wis.

President, T. W. Sheriff; vice president, T. Havelock; past president, W. E. Elliott; treasurer, F. Coons; financial secretary, C. G. Oleson; recording secretary, C. H. Wilcox; corresponding secretary, W. E. Elliott; chaplain, J. Juireman; conductor, W. R. Hunter; doorkeeper, J. F. Fogg, delegate, C. G. Olson.

DETROIT, MICH.

Special to the Marine Record.

At the Detroit drydock, the City of St. Joseph received all necessary repairs and its refurnishing has been completed in rich style. She will be ready for business at the opening of navigation.

Captain McLachlan, last season on the Idlewild, has been appointed master of the old City of Detroit.

The new steamer building for Eddy Bros. & Co., of Bay City, is all in frame. She is one of the largest boats ever built at this port; her dimensions being keel 280 feet, over all 297 feet, beam 42 feet, depth of hold 20 feet.

The four composite boats being built at Wyandotte are getting along nicely. The boat they No. 90 will be ready to launch about the 1st of February.

Mr. Westaway and Captain Innes think the machinery of the new transfer steamer is about right.

At Springwell's dry dock the planking is going on to the new boat and the progress reported is quite satisfactory. The schooner Germania is in the small dock getting new ceiling and general repairs, and general repairs will also be made on the government steamer Warrington. The engines of the New City of Detroit will be ready in a short time, the cabin work is about completed, and we do not hesitate to say that when she is ready for sea she will be the finest furnished and finished steamer on the lakes.

Commodore George Gardner, ex-mayor of Cleveland, and Mr. H. D. Coffinberry, president of the Cleveland Shipbuilding Company, came along to this city on the new transfer steamer of the Michigan Central Railroad Company, and spent a few pleasant hours among our marine men Monday.

While S. F. Hodge & Co. do not feel like giving away any of their new business, they are industriously at work on machinery heretofore reported in these columns.

SAULT STE. MARIE.

Mayor G. W. Brown, of Sault ste. Marie is in Washington to assist in the fight before the Secretary of the Interior for the possession of the site on which the city hall in the Sault is built. "Sault ste. Marie," he said, "keeps growing and has 10,600 inhabitants to-day. The completion of the water power canal there will be a source of additional prosperity. We ought to have a new customs house. Marquette has 6,000 inhabitants, but is made the headquarters of the district and Uncle Sam is building a $100,000 custom house there. Marquette's collections are about two hundred dollars annually. The Sault uses an old barn of a warehouse for customs purposes, but manages to collect about twelve thousand dollars yearly. We ought to have the district headquarters, and a new customs house. The building of the Dominion canal has given the Canadian Sault a boom also. They have about two thousand inhabitants there now."

DULUTH, MINN.

Special to the Marine Record.

The Inman tug line of Duluth, will add two more first class tugs to its fleet in the spring, and will have a branch office at West Superior, where two or three tugs will be stationed and kept in readiness for that branch of the work. This will make a fleet of six tugs which will, of course, be more than will need at all times, but we are determined to give satisfaction if good service and quick dispatch will do it.

H.

## MARITIME LAW.

PERSONAL INJURIES.—CONFLICT OF LAWS.—LIEN.— FELLOW - SERVANTS.— STATEMENT.

ROBERTS V. THE EGYPTIAN MONARCH.

*U. S. District Court, District of New Jersey.*

1. Where, in a cause of personal injuries received on board an English vessel, within the body of an English county, there is a conflict between the lex loci and the lex fori, the law of England must be applied as the law governing the case.
2. By the law of England no lien exists for personal injuries received by a seaman on board an English vessel, within the body of an English county.
3. The second mate and a seaman are fellow-servants.
4. While the Egyptian Monarch, bound from London to New York, was within the limits of the port of London, within the body of an English county, the libellant, an A. B. was engaged in reeling in a wire hawser which had been triced up along the the outside of the vessel. The work was being done under the supervision of the second mate. During the operation, the hawser was paid out with a line at the other end. more rapidly than it was reeled in on the drum, in consequence of which, the bight sunk into the water, under the vessel's stern, and was caught by her propeller, which reversed the motion of the drum, causing the handle at which the libellant was working to fly back and inflict on him bodily injuries; Held, the libel must be dismissed, because, (1) by the law of England, which must be applied as the law governing the case, there is no lien for personal injuries received upon an English vessel within a body of an English county, and that therefore no lien can be enforced against the steamer in our courts; and, (2) the negligence, if any, which conducted to the accident, was that of the second mate, who was a fellow servant of the libellant.

WALES, J.

This is a proceeding in rem to recover damages for injuries sustained by the libellant, a seaman on board the Egyptian Monarch, on her voyage from England to the United States, in the month of July, 1886. The libellant, a naturalized citizen of the United States, had shipped as an able bodied seaman. The vessel left the Millward docks, in the port of London on July 14th, being towed out into the river Thames by a tug boat attached to a two-and-a-half inch wire hawser which was a part of the tackle of the steamship, and fastened at the other end to the aft-deck of the Monarch. At the time of the accident the vessel was going down the river, but was still within the limits of the port of London. The libellant with another member of the crew was reeling in the hawser which had been cast off by the tug and triced up alongside of the Monarch. One end of the hawser was fast to the reel, a horizontal drum between two uprights, passing thence out through the after-quarter chock and along the ship's side forward to her waist, where the other end was made fast by a hemp line to the midship davit, so that the bight of the hawser just touched the water.

The second mate superintended the work of reeling. Under his direction the boatswain's mate paid out the hawser from the davit by means of the line, and the men at the reel wound it up. During this operation the hawser was paid out more rapidly than it was taken up on the drum in consequence of which the bight sunk into the water at the vessel's stern and was caught by the propeller, which reversed the motion of the drum, causing the handle at which the libellant was working to fly back and inflict on him serious bodily injuries. The libellant alleges that the accident occurred through the negligence of the second mate, and seeks to hold the owners of the ship liable. There is not much dispute over the facts. The ship was well equipped. There was no defect in her machinery, or in the appliances or means by which the hawser was being taken in. The second mate and the boatswain's mate were competent and experienced men, and the work in which they and the libellant were engaged at the time of accident was being done in the regular course of the navigation of the ship. There was nothing unusual in the character of the work which belonged and was incident to, the ordinary duties of the officers and crew.

The defenses are: 1st that the accident having occurred on board of an English ship, while in the territorial waters and within the body of a county of England, the law of England must govern the case, and that by that law the libellant has no lien enforceable in admiralty.

2d that both the officers who were engaged in the work with the libellant were fellow-servants of the latter, and neither the ship or her owners are liable.

The law of the ship's home is applied by comity to regulate the mutual relations of the ship, her owner, master and crew, as among themselves, their liens for wages, and modes of disipline, The Brantford City, 29 Fed. Rep., 373. And this rule will not be affected by the fact that one or more of the crew are citizens or subjects of different countries. In the M. Moxham, 1 Prob. Div., 107, 114, it was held (citing Reg. v. Anderson, 1 C. C. 161), that a seaman having entered into articles to serve on board an English ship, so long as he remained on board that ship was in the same position as an English subject would have been. In the celebrated case of Philips v. Eyre, L. R., 4 Q. B., 225, 238, which was an action for assault and false imprisonment on the island of Jamaica, Lord Cockburn, in delivering the judgment of the court on a demurrer to the plea, said: "The rule which obtains in respect of property and civil contracts. namely, that an act, unless intended to take effect elsewhere, shall, as regards its effect and incidents, if a conflict arises between the lex loci and the lex fori, be governed by the former, appears to us to be applicable to the case of an act occasioning personal injury. To hold the contrary would be attended with the most inconvenient and startling consequences, and would be altogether contrary to that comity of nations in matters of law to which effect, if possible should be given.

In The Scotland, 105 U. S. 24, 28, the Supreme Court of the United States held the same doctrine. Speaking through Mr. Justice Bradley, it said: "In administering justice between parties it is essential to know by what law or code or system of laws, their mutual rights are to be determined, when they arise in a particular county or state, they are generally to be determined by the laws of that state. These laws pervade all transactions which take place where they prevail, and give them their color and local effect. Hence, if a collision should occur in British waters, at least between British ships, and the injured party should seek relief in our courts, we would administer justice according to the British law, so far as the rights and liabilities of the parties were concerned, provided it was shown what the law was." See also The Olga, 32 Fed. Rep., 329, and Whart., Conf. of Laws, sec. 475. The lex loci, it is generally admitted, governed the duties, rights and remedies of seamen unless modified by treaty stipulations. The Balgenland, 114 U. S., 355, 364; The John Ritson, 35 Fed. Rep., 664.

In the Maud Carter, 26 Fed. Rep. 156, the rule of comity as thus defined, was applied in the most liberal manner. There the libellants claimed a maritime lien against a British vessel for advances and supplies while in a British port. Under the maritime law of the United States advances and supplies of like character would not create any lien; "but," says Judge Nelson, "this vessel is a British vessel, and subject to British law. Under the circumstances it is the duty of the court to administer and apply the British law exactly as it would be applied if the vessel were in an English court. * * * * * As the lien would be enforced against this vessel in an English court, it can, as between the parties here, be enforced in this court."

It is clear, therefore in the light of the authorities just cited, and which could be multiplied if necessary, that under the application of the rules of comity the right of the libelant to redress must be governed by the law of England, and what that law is in relation to cases of this kind abundantly appears from an examination of the books. The industrious research of his proctor has not produced any authority to show that the law of England has ever recognized the existence of a maritime lien for personal injuries such as are alleged to have been received by the libelant, and in the manner set forth in his libel. On the other side, the conclusion is successfully established that the English courts have not only ignored the creation of any lien under such circumstances, but they have expressly denied it. In the public opinion, 2 Hagg. Ad., 398, a collision took place in the river Humber, twenty miles up from the sea, but within the body of a country. Sir Christopher Robinson, J., said: "That since the statutes of 13 Rich. It., c. 5, and of 3 Henry VI., c. 11, it has been strictly held that the court of admiralty cannot exercise jurisdiction in civil cases or causes of action arising *infra corpus comitatus*." * * * "No case has been found to support such proceedings, and I think I can venture to say that none has occurred within a pretty long experience which I have had in the practice of this court." This decision was rendered in 1832. The admiralty court act 1861, 24 Vict. c. 10 extending the jurisdiction of the high court of admiralty, provides by section 7, that the said court shall have jurisdiction over any claim for damage done by any ship whether within the body of a county upon the high seas; but it has been held that the word "damage" as used in the statute was not intended to apply to injuries done to the person, but is solely applicable to mischief done to property. Smith vs. Brown (1871,) L. R., 6 Q. B. (Exchequer Ch.,) 728; the Vera Cruz, 10 App. Cases, 59. Lord Cockburn, in Smith vs. Brown, *supra*, commenting on the distinction between damage done to property and injury to the person, says, that the distinction is not one of verbal criticism, but of a substantial character, as appears from the fact that this distinctive phraseology has been observed in subsequent statutes relating to the same or analogous subjects.

On the part of the libelant it is contended that this defense is a more question of remedy, and that he is entitled to redress in this court irrespective of any local restriction in England. There would be force in this position if the form of action only was in dispute but the objection to the present proceeding lies deeper and concerns the substance of the law.

This is not the case of a process of attachment to compel the appearance of a defendant. The libelant sets up a charge against the ship of a specific lien, and asks for a decree of condemnation and sale to satisfy his claim. If he is not asserting a right of property, *pro tanto* in the ship, he assumes the right to hold her as security for the payment of whatever damages may be awarded to him. In other words he is suing for the enforcement of a lien which does not exist under the law of England, where his personal injuries were received, and where, if at all, the lien must have been created or recognized in order to entitle him to a decree of condemnation in this court. He may have a common law remedy, but the proceeding here is *in rem* and is to be treated according to the law and practice of admiralty courts, and is not a remedy afforded by the common law; it is a proceeding under the civil law. The Moses Taylor, 4 Wall., 431. It is only when a maritime lien arises that it can be enforced in admiralty. The City of Panama, 101 U. S., 462.

Who are fellow servants? There can be no controversy over the rule—now long settled both in this country and in England—that where several persons are engaged in the same employment, and one of them is injured by the negligence of another, the master or employer is not liable, provided always that he is not negligent in their selection or intention, or in providing adequate materials and means for the work; it being implied in the contract of service that the servant takes upon himself the risks arising from the negligence of his fellow servants in the same employment. Chicago & Milwaukee R. R. Co. v. Ross, 112, U. S. 383; Wilson v. Merry, 1 Scotch & Div. App. Cases H. of L.) 236; Morgan v. Vale of Neath Ry. Co. L. R., 1 Q. B., 149. Admitting, then, that the libelant was injured through the negligence of the second mate, and that he was himself without fau't, yet if this officer was his fellow servant, the ship and her owners are exempt from liability. It will be seen by an examination of the English cases cited and commented on by Mr. Justice Field, in C. & M. R. R. Co. vs. Ross, *supra* that the second mate and libelant would be considered as fellow servants, on the ground that they were in the same common employment and engaged in the same common work under that common employment. Conflicting decisions on this question may be found in our own courts, but numerous and respectable authorities among them classify the subordinate officers of a ship as fellow servants with the members of the crew, who are subject to their orders. The prevailing opinion is that when the master is on board the subordinate officers and seamen are fellow servants. The U. S. v. Haff, 13 Fed. Rep. 630; Halverson v. Nelson, 3 Sawyer, 649; Olsen v. Clyde, 32 Hun, (N. Y.) 425; the City of Alexandria, 17 Fed. Rep. 390; Loughlin v. the state of New York, 105 N. Y. 159; Malone v. Western Transportation Co., 5 Bissell. 315 the E. B. Ward, Jr., 20 Fed. Rep. 702; Benson v. Goodwin, 17 N. E. Rep., 517 (Mass.)

In the City of Alexandria, and in Malone vs. Western Transportation Co., the court go to the extent of holding that a ship owner is not liable for injuries received on board a vessel by one of the crew through the negligence of any of his officers provided the ship is well equipped and the officers are competent; this rule being founded on another one, that subordinates must be deemed to have entered upon the service with the understanding that they took their chances of negligence or carelessness on the part of others engaged in the same employment; and it is also held that the analogies of the municipal law do not always apply to accidents happening among officers and crew on shipboard.

The foregoing review of the law as applicable to the evidence sustained both defenses, and there must therefore be a decree entered dismissing the libel.

November 17, 1888.

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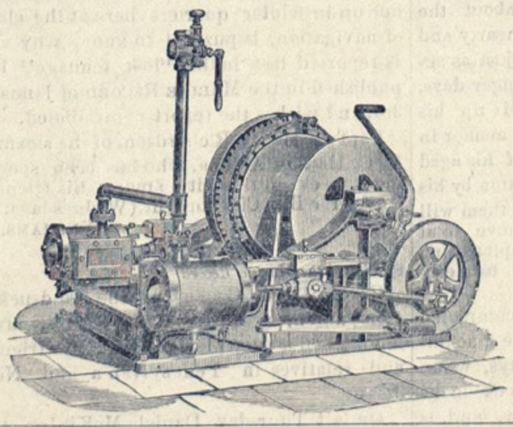

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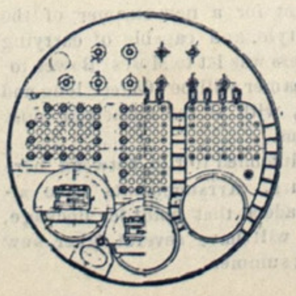

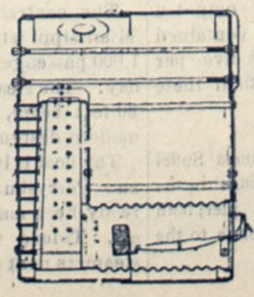

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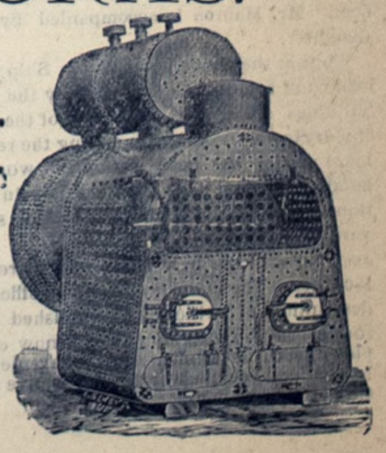

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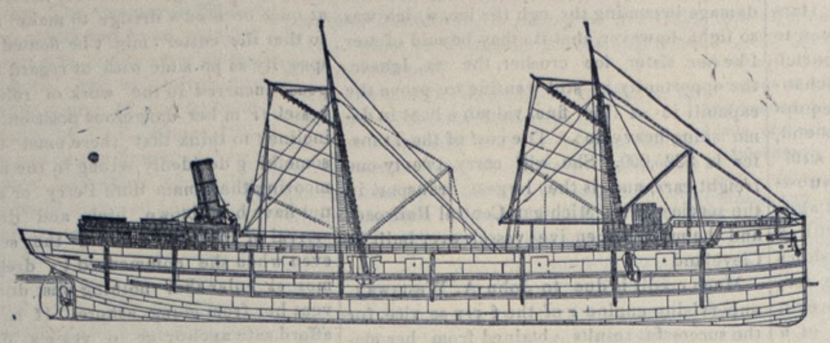

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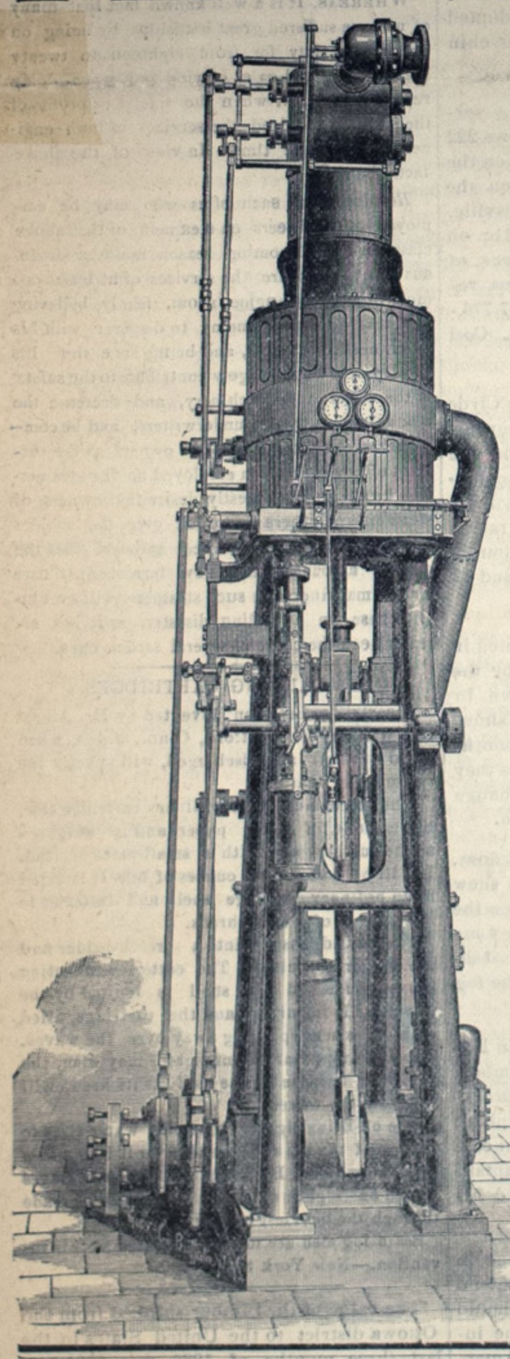

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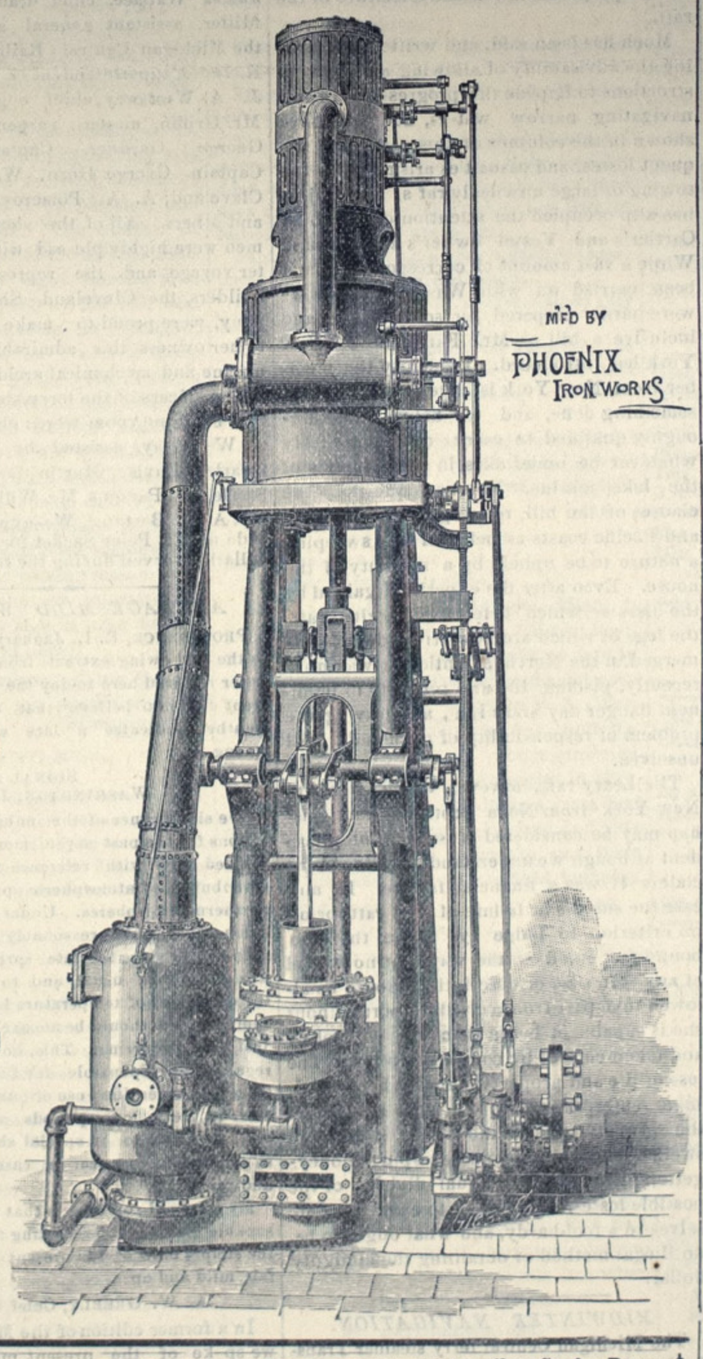

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MARINE RECORD—OFFICIAL PAPER.

### SUBSIDIZE OUR SHIPS.

It is almost impossible to realize the reluctance with which congress deals in matters relating to or connected with our merchant marine, and especially towards legislation favoring subsidies to be allowed in special cases. The fact that cargo has to be carried to England so as to reach the South American ports, ought to put our legislators to the blush. Eminent men, including politicians, economists, and patriots have pointed out time and again the suicidal policy of allowing other maritime powers to ride rough shod, as it were, over our National importance and geographical priveliges. The brain, pen, and voice have been brought into action to awaken the country to the country's good. And yet inaction seems the order of the day. Over forty years ago the United States ought to have interposed in behalf of her merchant marine, instead of which every maritime nation has been permitted to a pre-eminence on the ocean, and we remain a rank outsider as regards the oversea commerce. As we have stated before, France, Germany, England, Austria, Italy, Norway and Russia have adopted the subsidy policy, so as to have a commensurate influence in the commerce and carrying trade of the world; hence, the United States can no longer remain indifferent to the fate of its mercantile marine but should liberally endow her shipping with a subsidy, either under the name of a tonnage bill, compensation for the carriage of mails, premium, bounty, or any other term if the direct word subsidy is repugnant to the minds of our legislators. The pioneer British transatlantic line was subsidized to the extent of $1,551,600 represented as compensation for the carriage of ocean mails, while the American line managed by Mr. Collins, was obliged to go under, much to the delight of their opponents individual and national, and the shipping industry has waned ever since, through the inability of our citizens to grasp the situation. At least such is the most charitable construction to place on the facts that are daily presented before us. We have at length arrived at the stage where heroic measures are necessary to regain access to the markets which offer the best returns for our mechanical, natural, and agricultural product. Treaties may stand in the way, but diplomatic relations had better be shattered rather than allow the nation's life blood to remain stagnated, and our maritime supremacy retarded for another century. In 1870 statistics show that we carried 91 per cent of our freight, while to day something less than fifteen per cent is being transported in American bottoms, while at the same time we have the greatest possibilities of any nation in the world, with the certainty that in the near future the United States must naturally inherit the distinction of being the most prominent, and the longer inaction continues, the more radical will be the ultimate measure required. While we may live to see the day when American exports, and imports will be carried only in American bottoms, sailing under the stars and stripes, and the encouragement given to shipbuilding and shipowning help to enrich the sixty different classes of skilled mechanics reduired in the construction and equipment of a large vessel, yet to obtain this end, protection alone would have been all sufficient three decades ago, and moderate subsidies would have assisted two decades ago, but now a measure of prohibition with a liberal aid from protection, and subsidies are absolutely necessary to regain the lost prestige of the United States on the ocean, and bills encouraging the promotion of a mercantile marine must be piloted by skillful, and patriotic hands through the tortuous channels of congressional legislation to a final and succesful result, and not allowed to be buried in the hands of an agricultural committee, or squelched by a member who is ignorant of the vast importance centered in the measures selected for his consideration. At the present day, it must be clearly remembered that we are at the mercy of foreign nations in the event of a speedy war, and a nonentity where ocean transportation is concerned.

### FOR PROTECTION OF NAVIGATORS.

Mr. Farquhar of New York introduced a bill to-day providing that no raft or logs or timber shall be taken out of any harbor of the United States, on the coasts of the Atlantic, Pacific, gulf or great lakes, nor be brought into any of the great lakes from any river, stream or port in Canada or other foreign country, nor be towed, navigated or in any manner propelled upon any of the great lakes or navigable streams connecting them within the jurisdiction of the United States. The penalty prescribed for violation of the proposed law is the forfeiture of the raft.

Much has been said, and written concerning the advisability of allowing artificial obstructions to impede the progress of vessels navigating narrow waters, and we have shown in the columns of this paper the frequent losses, and casualties arising from the towing of large unwieldy rafts. The subject has also occupied the attention of the Lake Carrier's and Vessel owner's associations. While a vast amount of correspondence has been carried on with Washington, yet we were hardly prepared for so complete and inclusive a bill as Mr. Farquhar of New York has introduced. Evidently the member from New York is determined to have something done, and we belive him thoroughly qualified to carry out successfully whatever he undertakes in the interests of the lake marine. But we question the clauses of the bill relating to the Atlantic and Pacific coasts as being of too sweeping a nature to be upheld by a majority of the house. Even after the experience gained by the disaster which befell the Joggins raft, the logs of which are now strewed half submerged in the North Atlantic, or was until recently, placing life and property in imminent danger day and night, and leaving the problem of responsibility of ownership still unsolved.

The Leary raft, however, which arrived at New York from Nova Scotia without mishap may be considered a successfut precedent although we understand that Mr. Leary claims it was a financial failure. In any case the success or failure of that raft forms no criterion to judge by, when the iron bound fact stands in the way that no vessel of any sort, size, or description should be allowed to depart from a civilized port without she is capable of being handled, controlled and taken care of by competent people. The loss of life and property embarked on legitimate enterprises is quite large enough at the present time without the list being swelled by avaricious, and grasping moneygetters, who by an unequal division of the possible losses, stand ready to commit themselves to a fool-hardy, and what ought to be, an illegal method of obtaining the almighty dollar.

### MIDWINTER NAVIGATION.

The Michigan Central ferry steamer Transfer left the east pier, Cleveland, at 3 o'clock last Sunday morning for Detroit, under the able command of Captain I. R. Innes, superintendent of the Michigan Central ferries, assisted by Captain McLachlan, of the Detroit & Cleveland Steam Navigation Company's steamer City of Cleveland, and a crew which had been detailed from the ferry service. From the time of leaving Cleveland she steamed along at about eleven miles per hour, till 7 a. m., when the weather becoming rather thick she slowed down for about an hour, starting ahead again as soon as the weather cleared, arriving at the mouth of Detroit River at noon. The Canadians must have been much astonished to see the British ensign courteously hoisted on her starboard side, and they greeted her arrival with cheers and by the waving of flags and handkerchiefs. On the port side the American ensign was floating gaily to the breeze, and she received an ovation all the way up the river, reaching her dock, just below the foot of Third street at 2:20 p. m., all well, the trip occupying about eleven hours. After she was moored to her dock a large number of Detroiters visited the vessel and each one seemed eager to assure himself that she had sustained no damage in coming through the ice, which was so light, however, that it may be said of her like her sister ice crusher, the St. Iguace, the opportunity is still wanting to prove the capabilities of this fine, valuable boat in demolishing heavy ice. The cost of the Transfer is $325,000. She will carry twenty-one freight cars, and is the largest transport in the service of the Michigan Central Railroad, and the most expensive vessel ever built in Cleveland.

Much credit is due to John A. Westaway, supervising engineer of the ferry service, for the successful results obtained from her machinery, his strict and diligent attention to the placing of her machinery connections, etc., were amply proven during the trip, all of her engines having worked perfectly satisfactory.

The upper works of the vessel were placed under the superintendence of Mr. Griffin, the master carpenter of the ferry service and are, according to the requirements of the special trade in which the vessel is to be employed. The dimensions of the Transfer are 280 feet in length, 75 feet beam over guards, depth 17 feet 3 inches, built entirely of steel. There are thirteen engines, consisting of seven driving engines and three double pumping engines, four of the largest boilers in use on the chain of lakes, being 11 feet 6 inches by 16 feet in length, and to secure the greatest power possible the boat is provided with side wheels and a propeller wheel.

A distinguished party of gentlemen accompanied the boat on her trip, among whom were H. D. Coffinberry, president of the Cleveland Shipbuilding Company; Homer Steele, superintendent of the machine shops; Thomas Bristow, superintendent of construction, formerly of the Wyandotte shipyard; James Wallace, chief draughtsman; Robert Miller, assistant general superintendent of the Michigan Central Railroad; Captain I. R. Innes, superintendent of railroad ferries; J. A. Westaway, chief engineer of ferries; Mr. Griffin, master carpenter; Commodore George Gardner, Captain McLachlan, Captain George Horn, W. Scott Robinson, Cleveland; A. A. Pomeroy, of this paper, and others. All of the above named gentlemen were highly pleased with their midwinter voyage, and the representatives of her builders, the Cleveland Shipbuilding Company, were proud to make over and deliver to her owners this admirable masterpiece of marine and mechanical architecture.

The officers of the ferry steamer Transfer in the engine room were: chief engineer, J. A. Westaway, assisted by O. M. Beach, Charles Davis, Martin Deroseau, O. N. Steele, Mr. Parsons, Mr. William Cullen, and Mr. A. O. Burton. We express our gratitude to Mr. Peter Sacket for the sumptuous collation served during the trip.

### AVERAGE MILD WEATHER.

PROVIDENCE, R. I., January 12.—According to the following extract from a semi-private letter received here to-day the weather department does not believe that the present mild weather indicates a late winter and cold spring.

SIGNAL OFFICE,
WASHINGTON, January 10.

The significance of the unusual weather conditions for the past seven months can be explained only with reference to the abnormal distribution of atmospheric pressure over the northern hemispheres. Under the doctrine of averages we could reasonably look for an open mild winter since the late spring and summer was cooler than usual, and to counterbalance the deficiency of temperature in the spring and summer there should be an excess in the winter just now occurring. This, however, cannot be regarded as responsible for future prophecies since the scientific use of average can only refer to very long periods and cannot be safely referred to in special short periods such as six months or a year in case of temperature and rainfall.

My personal opinion is that no one has reasonable ground for predicting a late spring on the simple basis of the present winter being so fair, mild and open.

A. W. GREELY, Chief Signal Officer.

In a former edition of the MARINE RECORD we spoke of the present mild state of the weather, and stated that Captain Scott, now in the marine insurance business here, had suggested that we would probably have a lower average temperature during the summer months to compensate for the mild, open weather we are now having. On considering Captain Scott's suggestion it dawned upon us that the average low temperature experienced during last summer would more naturally account for the absence of snow, etc., at the present time, and if so our signal service department might has been in a position to give an approximate state of the winter temperature. The opinion elicited from the chief signal officer confirms our views, yet we believe that these events ought to have been foreshadowed at an earlier date.

### THE REVENUE CUTTER COMMODORE PERRY.

The United States revenue cutter Commodore Perry, lying at Erie, Pa., dragged her anchor during the hard gale last week. The heavy sea carried her ashore, leaving her hard aground in rather a precarious position. If the gale had not abated the vessel would probably have strained and crippled herself beyond repairing. However, the department at once ordered a dredge to make a channel so that the cutter might be floated again as speedily as possible with ut regard to the expense incurred in the work of releasing the vessel from her dangerous position. We are inclined to think that there must have been something decidedly wrong in the manner of mooring the Commodore Perry or she would not have been blown high and dry on the arrival of the first blow of the season, and even when she commenced to dreg it seems most singular that nothing was done to prevent her from going ashore. If Erie cannot afford safe anchorage to vessels during the winter months, why not try some other port?

Captain David Lafave, of the steamer Hiram Calvin, says that the statement that the Hiram Calvin made an unsuccessful attempt to reach Kingston on Thursday morning is incorrect. "She is not built that way," he says. She worked all forenoon pulling off the steamer John A. Macdonald, which was blown on the rocks at what is called the Cabstan shoal south of Garden Island. After pulling off the John A., the Hiram went to Kingston and remained there over an hour and then returned. The captain says there never was a gale since the Hiram was built, strong enough to prevent her from going to Kingston, if necessity demanded it.

Many people have wondered what is the significance of the long pennant carried at the main truck of all vessels of war in commission. When the Dutch Admiral Van Tromp hoisted a broom at the top of the mast of his vessel to indicate his intention to sweep the English from the sea, the English admiral hoisted a horse whip, indicating his attention to chastise the Dutchman. Hence the coach whip pennant was adopted as the distinctive insignia of a war vessel in commission for service.

The annual report of the life saving service, for the year ending July 1, shows 222 life saving stations in operation—170 on the Atlantic coast, 44 on the lakes, 7 on the Pacific, and 1 at the Ohio Falls, Louisville, Ky. Disasters during the year, 411; on board these vessels were 3,653 persons, of which only 12 were lost; 743 persons received succor; saved from wreck, $7,776,405; number of vessels totally lost, 71. Cost of the service, $928,000.

A ferry boat is building for the river Clyde at Glasgow. Instead of requiring movable landing stages or bridges to meet the rise and fall of the tide, the deck of the boat itself will be movable, carried on six hydraulic elevators, by which it can be raised or lowered. The boat will be a double ender, 150 feet long, of 55 feet beam, and 12 feet 6 inches draught.

The weather of Canada has not altered in 200 years. The observations taken by the Jesuit fathers at Quebec, and set down in the invaluable relations day by day, show that the winters were long and the months of January and Febuary as cold then as they are now, and that there has been no change whatever in the sense of the mitigation.

Here is something everyone should know. If ever you are lost in a thick fog or snow storm, all you have to do is to place the point of a knife or sharp lead pencil on your thumb nail, and a shadow will be cast directly from the sun, however dense the fog or snow. So says an exchange.

As the result of the report of Captain Risley, chairman of the Board of Steamboat Inspectors, who held an inquiry at Brockville some time back into a complaint against Captain Dick, that he condemned a seaworthy boat as unfit for service, Captain Thomas Donnelly will be appointed his successor,

In regard to Germany's pretensions in Samoa, the San Francisco papers contend that the United States Government should enforce respect for its flag, defend the independence of the island, and protect American interests.

Owing to navigation being still practicable in the Gulf of St. Lawrence, the Department of Marine has ordered that the usual lights shall be continued until further orders.

The first schooner arrived in Toronto bay on the 5th April, 1888, and the ice left the bay on the 10th of April.

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JAS. CAREY EVANS, Treasurer.....Buffalo, N. Y.

MARINE RECORD—OFFICAL PAPER.

### THE MARINE ENGINEERS.

The meeting of delegates to the third annual convention of the Grand Brotherhood of Lake Marine Engineers, after an important session of three days, was closed with an eloquent and instructive address by the retiring grand chief engineer, Christopher Castles of Cleveland, Ohio. The convention was attended by delegates from Cleveland, Chicago, Milwaukee and Detroit. All reports show the affairs of the brotherhood to be in a highly prosperous condition.

The following officers were elected for the ensuing year: Grand chief engineer, Matthew Thomas, Cleveland; first G. E., A. Howe, Cleveland; second G. E., William McKittrick, Detroit; second G. A. E., George Mathews, Cleveland; third G. A. E., Robert Bruce, Milwaukee; grand guide, John Reif, Chicago; grand chaplain, Richard Langford, Detroit.

The following resolution was passed:

WHEREAS, During the coming season there will be navigating the lakes, steamers carrying from 1,000 to 2,500 tons of freight, and worth, exclusive of cargo, from $75,000 to $250,000. They will be equipped with powerful and complicated machinery, run at a high rate of piston speed, carrying 150 pounds of steam, and in addition, many of them will have to tow and care for a consort. The masters and owners of such vessels have usually refused to furnish the chief engineer with more crew than a second engineer and two firemen. This help is barely sufficient to properly care for the vessel's machinery under the most favorable circumstances.

WHEREAS, It is a well known fact that many of us have suffered great hardships by being on continuous duty for from eighteen to twenty hours in tugs and gales of wind and when doing repairs in port, or when the safety or profit of the steamer required the services of both engineers at the same time. In view of the above facts, be it

*Resolved*, that such of us who may be employed as engineers on steamers of the above class during the coming season make a strenuous effort to procure the services of at least one more man in the engine room, firmly believing that it is foolish economy to dispense with his much needed services, and being sure that his employment would largely contribute to the safety of the vessel and machinery, and decrease the risk assumed by the underwriters, and be comparatively as profitable to the owners as the services of any other man employed on the steamer. The brotherhood earnestly desire that owners of steamers and others interested give the subject careful attention, as we feel satisfied that the meager amount of help now furnished to care for the machinery on such steamers will eventually cause an appalling disaster, as it has already been the cause of several serious ones.

### SEA-CALMING CARTRIDGES.

A cartridge has been invented by Mr. Albert H. Walker, of Hartford, Conn., which, when filled with oil and discharged, will pacify the stormiest of seas.

The receptacle is of ordinary cartridge size, but is made of heavy paper, and is weighted at the further end with a small piece of lead. It will hold about two ounces of oil. It is fitted in an ordinary cartridge shell, and fastened to it by means of cotton shreds.

The cartridge is put into a breech-loader and the trigger is pulled. The cotton connecting the cartridge and the shell is ignited by the powder. It is burned, and the cartridge, filled with oil, is sent spinning away over the waves. Then, at any point the navigator may wish, the cartridge, because of the lead at its head, will sink into the waves.

The oil being lighter than the water rises to the top of the sea and spreads over it like a film over the waves. By means of these cartridges a path an eighth of a mile broad can be made through the heaviest of seas.

Seafaring men are much delighted at this invention.—New York Sun.

The value of the lumber shipped from the Ottowa district to the United States in the last three months of 1888 was $691,549, against $593,246 for the same period in 1887.

The report that the Richelieu and Ontario navigation company are going to remove their head offices from Montreal to Quebec is not credited in the former city.

A resolution in favor of reciprocity in wrecking, moved by Mr. W. Leslie, was passed by the Canadian Marine Association at Toronto.

## THE BETHEL WORK.

There is no branch of charity in the city that appeals more strongly to practical, christian philanthropy than the Floating Bethel. For years, under the direction of its chaplain, Rev. J. D. Jones, assisted by a small company of devoted and warm heated men and women, it has been doing a quiet but remarkable work that no one can appreciate and the mighty result of which will not be known until all things are revealed at the end of time and the beginning of eternity. The directors of the Floating Bethel held their tenth annual meeting at the chapel, No. 165 River street. There was a full attendance and the directors were overjoyed to contemplate the work of the past year as the most successful and encouraging in the history of the institution. The secretary, Mr. Samuel Barker, read the annual report, which records in a brief but touching way the character of the year's work. It is a narrative well worth perusing. The report starts off in the jubilant strain: "Glory to God in the highest, and on earth peace, good will toward men" and continuing says: "We have been called upon during the past year to visit and furnish relief for the sick and bury the dead of families living in twenty-six different wards in our city. Among those we held funeral services over were three of our old lake captains—Greenhalgh, Tench, and Dunn—the two young men who were killed at the central viaduct, seven who died at the city hospital, one at the invalid's home, and one Japanese child. Three were saloonkeepers, six died with delirium tremene, or alcoholism five committed suicide, and the rest were children and members of poor families. Our chaplain has conducted eleven services in a week, and never less than five are held at our Bethel. He, assisted by his helpers, has conducted during the year 354 services, 15,534 persons attended the Bethel meetings; and 2,146 arose for prayer. We never estimate the number of conversions, but the fruits of our mission are not only to be found in our city, but some of the detailed cases of conversions and relief furnished will show ours to be a fruitful branch of the living vine.

"In January, 1888, on the Sabbath, our chaplain preached the funeral sermon of a young man who committed suicide, and in the meeting at the Bethel spoke of the terrible condition a man must be in when he wilfully takes his own life and sends his soul unbidden into the presence of God, who says that Jesus Christ is the advocate with the Father as a propitiation for our sin; but rejecting this mercy he desperately and deliberately enters his presence, instead of confessing his sins to God, who has promised to forgive us our sin and to cleanse us from all unrighteousness because he delights in mercy. The line of thought reached one of his congregation, who rose from a private to the captaincy of his company during the late war, but by indulging in the intoxicating cup he at last found himself so reduced and miserable that he was contemplating committing suicide that very morning. But with inspired hope he desired to come to God for help, and then and there he soon experienced that the gospel is the power of God unto salvation, and ever since has been one of the best workers in our mission, and is giving good satisfaction to one of the largest business firms in the city, who took an interest in him and set him to work after hearing the chaplain state his case. His prayers and the earnest words of his redemption are inspiring to all who hear him.

"Our city mission work is making very large demands on our chaplain, who has entered his twenty second year of mission work in this city, where he has visited thousands of sick, reaching all parts of the city. In some homes he has buried grandparents, parents, and grandchildren, which gives him access to people that can't be reached by any other means but years of labor. Letters are constantly being sent and messages by visitation of the friends of the sick pleading for a visit to the sick bedside. This will show why we have visited twenty-six different wards the past year. By day and night he responds to their call. We relieve any extreme case of sickness by sending medical aid when they have none, and procuring medicine, fuel, and other necessaries of life, without calling on anybody else, but we use the means that many years of experience give to satisfy ourselves that we are not doing the work that some other organization has taken in hand, and we have refused to furnish relief in a number of such cases. The visiting of the sick and the burying of the dead, among the poor non-churchgoers is not as extensively done by any other mission in our city.

Treasurer W. H. Doan reported a favorable condition of affairs. There is now only about $700 of debt on the newly purchased property of the association and it will be paid during the coming year. The entire corps of officers were re-elected to serve for another year, as follows: Captain Thomas Wilson, president; Captain George Stone and Stiles H. Curtiss, vice presidents; W. H. Doan, treasurer; Samuel Barker, secretary; Rev. J. D. Jones, chaplain and superintendent. Trustees—Captain Thomas Wilson, chairman; W. D. Rees, secretary and treasurer; Captain George Stone, Stiles H. Curtiss, and C. O. Scott. The directors are: Captain William Lacey, Captain Thomas Wilson, Stiles H. Curtiss, Captain George Stone, Captain C. Rewell, Hon. George H. Ely, W. H. Doan, Samuel Barker, Samuel Mather, C. O. Scott, W. D. Rees, F. O. Lyman, and Rev. J. D. Jones.

[*Around the Lakes Continued from 1st Page*].

MANITOWOC, WIS.

*Special to the Marine Record.*

The shipbuilding firm of Burger & Burger are building a very fine passenger and freight screw steamer for the Goodrich steamboat company. The steamer is 203 feet keel, 220 feet over all, 35 feet beam with 2½ feet guards on each side making her 40 feet wide and 13 feet hold. She will have a fore and aft compound engine 28 and 50 by 36 which is being built by C. F. Elmes Chicago, and will be one of the finest, and two boilers of Otis steel 9-16 thick 60,000 lbs. tensile strength 9 by 16 each, and allowed 125 lbs. steam, the boilers are here and one has been put on board. They were built by Mohr & Son, Chicago and are very fine specimens of boiler work. She is diagonally steel strapped on side, and has a steel cord 10 by ⅝ under the deck beams, and steel arches 10 by ¾ under the promenade deck running down into the hold. She will have a splendid cabin 188 feet long, which will be of mahogany and contain 53 state rooms; there will also be a cabin between decks behind the engine room 30 feet in length, the full width of the boat with state rooms for the accommodation of about 50 persons. The sleeping accommodation in the cabins will be doubled by the use of telescoping or sliding berths, which will be run into the state rooms when not needed and be covered up by the panel outside the state rooms, which when open will form one sid of the sliding berth, the other side and end being covered up by curtains hung from rods, which also slide back into the state rooms when not in use. Passengers will have to thank Mr. Hurson, the Goodrich company's manager, at Milwaukee, who is the inventor of the sliding berths for providing them with private comfortable berths instead of cots. In the cabin there will be pillars about 11 feet apart, 18 inches outside the state rooms to support the roof, the cabins and state rooms will be elegantly furnished with all the modern improvements and will be lit up by electric lights and she will resemble a floating palace. The steamer is a very fine model and well and strongly built and with her powerful machinery and boilers she will no doubt be very speedy. Our good wishes for her success is with her owners and builders, who, we hope will place many more such splendid steamers on Lake Michigan.

Burger & Burger are also building for Jonathan Boyce of Grand Rapids a steambarge 135 feet keel; 147 feet over all, 30 feet beam, 11 feet hold, her engine will be fore and aft compound 19 and 26 by 36, building by the Montague Iron Works and boiler 9 by 16 by the same firm. She has nearly all her plank on the outside and deck frames in, and is a very good model, and well and strongly built. She will be put in the lumber trade at the opening of navigation. The steamer C. W. Moore owned by Hart Bros., is in drydock getting new deck frames from stem to front of the boiler house, new decks all over, new boiler combings, steel arches ⅝ by 16 running fore and aft, supplied by Donaldson Bros., Chicago, new wheel stem pipe and stern bearings, re-fastening and re-calking all over and general overhauling. The tug Joe Harris is also in drydock getting about ⅔ new frames, one half new outside plank, ⅔ new ceiling all new deck frames and deck planks hear rail and re-calking all over. The steambarge City of New York is receiving new frames forward and aft, new keelsons and steel plates on same 18 by ⅝, new deck frames and deck, some new outside plank, steel arches 18 by ⅝ths, a new cabin and a general overhauling and calking. The schooner C. H. Hackley is on the boxes getting new frames forward and aft, new floor ceiling, new bilge strakes forward and aft new keelsons and assistant keelsons new center board box, stern post and rudder, stanchions, plankshear, stringers, transom and rail, deck frames and deck, new pawl post and timber head and a new cabin, 3 strakes of outside plank and re-calking; she will also receive 3 new masts. Captain John Botcher, who is looking after her rebuild, thinks he will have a first-class schooner when she is completed, and we wish him good luck with her. The steamer Menominee was in dock and received new wooden arches in her hold, re-calking and re-ironing. The tug James McGordon, will go into dock for a new wheel and shaft and recalking. The steamer Hunter will go in dock and receive new holding down bolts, the steamer St. Marie will go in dock and receive a new stem and re-calking. WILLIAMS.

BUFFALO, N. Y.

The recent hard blow played greater havoc with the shipping here than at any other port on the lakes, tug and vessel men having to start around pretty lively, yet on the whole there has been very little damage done. The propeller Germanic swung across the creek, near the foot of Washington st., and her wheel was caught on a row of piles, several of them having to be pulled out before she could be released. She is not in any way injured. The tugs were at work all day on the Jewett in the Union dry dock. She was patched and partly pumped out before the day was over. The Nebraska in the other dock, was also being patched and will be pumped out. The schooner C. B. Jones was released from the shore very easily. She remained so evenly balanced on her bilge that it took but a short time with a jack screw to place her right side up.

Captain Perew's propellers, the A. P. Wright and the John B. Lyon, further up the Blackwell, are not in bad shape. The propeller Donaldson, is ashore in the Ohio Basin. Most of the vessels at Coit slip were straightened out.

The Seaman's Union, has restricted its membership to American citizens.

And so it appears that the Cyclone elevator has come down to the last ditch. She has lain tied up at the foot of Genesee street, where she first stopped on arriving from Cleveland, thirteen months ago. Her inventor has done what he could to get her at work, but people have not, for some reason, been taken with the idea she embodies, and she some time ago began to figure on the sheriff's bill-boards, though the sale has been postponed from time to time. Now she is advertised by a pawnbroker for sale on a chattel mortgage.

At the meeting of the Firemen's Beneyolent Association the following officers were chosen for the ensuing year: President James S. Murphy; vice president, Thomas E. Emerson; treasurer, Charles A. Butman; attorney, James C. Fullerton.

FRANKFORT, MICH.

*Special to the Marine Record.*

Propeller Sanford is still in commission making occasional trips to Manistee.

Tug L. A. Rawson has fitted out and will engage in winter fishing. She set her first gang of nets January 9th, near South Manitou island.

Tug Maggie Lutz is fishing here also. She sets her nets about five miles southwest of the harbor.

Truman & Cooper of Manitowoc have secured the contract to put in two cribs to Frankfort pier next season.

Frankfort harbor is open. No ice in this vicinity.

Charles Sutherland, our village marshal, "rang the bells" a couple of trips on the propeller Sanford, last week, in the absence of the captain. Charles is an old tug man, and likes to get a whiff of fresh lake breeze occasionally.

Through the courtesy of Lieutenant J. H, Rogers, assistant inspector of life saving stations at Chicago, we have received the report for 1887. The showing of the eleventh district is a very good one. The number of disasters within the scope of the service numbers 94, of which only eight became total losses, with loss of property of $47,000; and 86 were saved, amounting to $639,905. There were 472 persons on board of these imperiled vessels, all of whom were saved; a splendid record. The eleventh district (Lake Michigan) has now 22 stations scattered along its coast, but more are needed, especially at Sleeping Bear point, South Manitou island, and the foot of the lake, and we hope that Congress will appropriate sufficient funds for the erection of at least six new stations for this district the coming season. All mariners and others who are interested in saving life and property should urge that the appropriation be made at once.

Captain Peter McGregor, of tug Hall of Ludington, is spending the winter with his family in Frankfort. BURMEISTER.

AT MARINE CITY, MICH.

*Special to the Marine Record.*

The new boat on the stocks at the Morley yard is all in frame and stem and stern posts up and floors and bottom laid. It is said that this boat has been sold, but no details are at hand at this writing to warrant us in making that assertion.

Robert Holland, at his shipyard, together with Captain John Pringle, is building a good one. She almost closed in and work is progressing finely under the supervision of Captain J. Pringle. The machinery for this steamer is being built by the Phœnix Iron Works Company.

Mr. Holland has hauled ont the Canadian steamer Foster for a rebuild, and the intention is to make her into an American bottom.

The Toledo & Saginaw Transportation Company are offering for sale the following boats: C. F. Curtis, tow Fassett, N. C. Holland, Isabella Reed, Miami, tow J. R. Edwards, Minnie Orton, W. A. Young, Tempest, tow Katie Brainard, Dayton, Troy. This is a good fleet, and should bring satisfactory prices.

Captain Miller has hauled out the barge Sea Gull and intends to put a steamboat stern on her in order to make an orthodox steambarge of her. A gang of carpenters is at work on her and she will come out in the spring in new guise.

The Marine City Transportation Company has one boat in the water and the machinery is ready to go into her. This company has another steamer on the stocks, which is all in frame.

The work that Marine City is showing up this winter will surprise many of our lake men and conduce to the comfort of many families during the winter months. All the yards are busy and the three boats under construction will be among the best turned out at any shipyards on the lakes. The dimensions of these three boats will be given hereafter.

Captain Dr. Parker, son of our noted citizen, is giving the D. F. Ross, Boscobel, Buckeye State, and Marine City a thorough overhauling under the direction of his superintendent.

The steamer Mary, the noted racer, Captain Sam Burnam, is making regular trips up and down the river, and there is no prospect of any ice to impede navigation. C.

PORT HURON, MICH.

Special to the Marine Record.

Both dry docks at this point are very full of business. At Dunford & Alverson's dock the Nelson Bloom received new arches and other repairs to the amount of $7,500. The ferry Grace Dormer thoroughly rebuilt at the cost of $4,000. The steam barge Mackinaw new arches, railing, stanchions, and other repairs to the amount of $2,000. The schooner Sligo received two center board boxes, keelsons, railing, stanchions, and other repairs, $1,600. The schooner Atmosphere is receiving new frames at both ends, railing, stanchions, ceiling, and three new masts, and other repairs, at the cost of $7,500. S. B. Pomeroy is receiving new deck and other repairs at the cost of $900. The schooner D. P. Dobbins is receiving a thorough rebuild: stanchions, railing, frames, keelsons, decks and deck beams, ceiling, cabin, and other repairs to the amount of $2,200. The tug George R. Hand is receiving new stanchions, frames, decks, ceiling, railing, and house at the cost of $2,000. Steambarge George L. Colwell is receiving an overhauling, and schooner Lamb railing, covering board, stanchions.

At the Wolverine dry dock the steambarge St. Joseph is receiving a new stern and outer repairs at the cost of $1,200. The tug Sweepstakes is receiving new decks, stanchions, frames, deck frames and outer repairs at the cost of $4,000. Mr. Botsford and Captain Frank Hebner, both of this city, have purchased the steamer Osceola; price paid for her $62,000. Captain Charles Swartwood, of Lorain, is in this city looking after the rebuilding of the tug Sweepstakes. Love & Scofield are building a boiler for Simon Langall's new barge. They are also building a boiler for the tug Castle.

James Corrigan has purchased the big steamship W. B. Morley of W. B. Morley; the price paid was $140,000. It is also reported that Mr. Corrigan has purchased the Louisiana and the new boat Mr. Morley is building for $385,000. Mr. Corrigan can be congratulated on his good luck in getting them, as there were four other parties after them.

Lynn, the well-known marine reporter tug and vessel agent, has purchased the burned tug George R. Hand of Gratwick, Smith & Freyer for $2,300. Mr. Lynn will have three first-class harbor tugs next season.

Captain Sid Scott is in the city looking after his vessel business.

The ice tug Merrick is fitted out for the winter's work.

The well-known dry dock firm of Dunford & Alverson will begin work on their new dry dock in early spring. The dimensions of their dock are 450 feet long, 100 feet on top, with 18 feet of water over the winter sill.

Captain Charles Hughes was appointed master of the steamer Dean Richmond.

Captain George Buzzard left for Kansas City last week on a visit.

Carpenter, the coal dealer, has purchased the wrecked steamer E. M. Foster from Captain Currie. He will make a steambarge out of her to carry his coal from Toledo.

Mason & Co., East Saginaw, purchased the steambarge Oscoda from Woods, Jenks & Co., of Cleveland, the price paid for her is $38,000. LINN.

ST. JOSEPH, MICH.

*Special to the Marine Record.*

Weather here is quite fine.

Mr. Ed Heath, of St. Joseph, Mich., is building a fine litte steam boat 155 feet keel, with a compound engine. She is to run in the passenger and and freight trade, between Holland and Chicago. Captain P. J. Waters, her owner will command her, and Mr. P. Naggs will be engineer. She is expected to be very fast, will be ready early in May.

Graham and Morton are doing a great deal of repairing to the steamer Puritan and City of St. Joseph, as they expect to get their share of the passenger and freight business the coming season. LAVIER.

CLAYTON, N. Y.

The catamaran which has been building at the shops of the St. Lawrence Skiff Canoe and Steam Launch company, for New York parties was shipped to that city Saturday. The craft is a beauty and is a credit to the builders.

The steamer Rambler, for a number of years a familiar craft on the river at this point, and which has for the past few years been plying as a ferry in the vicinity of Ottawa, is to be taken apart and replaced by a new boat. The Rambler was the first boat built for the purpose of carrying pleasure parties among the islands, at the time when the river was not a summer resort.

ST. CATHERINES, ONT.

Captain T. A. Horne, a well known retired mariner, who resides on a farm in Stamford township, was the last Canadian to cross the suspension bridge that went down in the gale on Thursday morning. He came from the American side at midnight and describes the motion of the bridge at that time as similar to that of a ship in a rough sea. He would not have undertaken the trip had he not known that his family would be alarmed at his absence.

MILWAUKEE, WIS.

During the past season eight steamers and six schooners were purchased at Milwaukee; the total sum paid was $700,000.

A Milwaukee propeller, which netted her owners $35,000 in 1887, cleared last season $21,000.

KINGSTON, ONT.

The steamers Islander and Maynard are receiving extensive repairs at the Portsmouth dry dock in Kingston. Folger Bros. have eighteen men now engaged in the work.

SAULT STE. MARIE.

The Soo is evidently not the coldest place on the chain of lakes, for we are enjoying picnics on the river, still. The ferry Flora Holden, is running between the two Soo's with Captain Wayne Hursley at the wheel, and Captain Jay Hursley at the engine.

## A MARINE FREAK.

The "whale" which was killed by the crew of the revenue steamer Bear in Oakland Creek some time ago is attracting considerable attention just now.

They have discovered that the creature is not a whale at all, but that it is some hitherto unknown denizen of the sea, and is presumably a shark, though it has several of the characteristics of a whale and a sea elephant. The creature has been carefully examined by old whalemen, by a delegation from the United States Fish Commissioners' steamer Albatross and by the local fish commissioners, and they all agree that the like of it has never been seen.

It is about thirty-two feet in length, and is about as large proportionately as a shark, the body being quite small in girth. The head is that of a shark, except that there is a small proboscis like that of a sea elephant. The mouth, however, is about four feet wide, and extends clear around the front of the head. The creature has no teeth, nor anything approaching whalebone inside the mouth. There are two fins like a shark's on the back, two flippers, and curiously enough, two bony protuberances behind that might be mistaken for rudimentary legs. They are about four feet in length. The body is rough, so that the resemblance to a shark again holds good. The tail, however, is that of a whale. The fluke lies horizontally, as in all whales, while sharks' tails are placed vertically. As the thing most nearly approaches a shark, the commissioners have decided that a shark it must be, though it is not known yet whether it is warm-blooded or not.

THE American Ship Windlass Co., of Providence, R. I. have now on their books orders to the amount of $100,000 for their Providence ship windlasses and capstans. We are pleased to note the volume of business done by this enterprising firm, more especially as shipbuilders, owners and masters are continually speaking in praise of the excellent workmanship and service obtained by the use of these fine pieces of mechanism on all lake crafts.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles without injury to the polish. Price 40c per gallon. Address the Captain at No. 633 Trumbull ave., Detroit, Mich.

Meteorological summary for the week ending January 15, 1889:

| | |
|---|---|
| Mean barometer | 30.06 |
| Mean temperature | 31.1 |
| Mean humidity | 76.0 |
| Total precipitation | .37 |
| Prevailing direction of wind | S. W. |
| Total wind movement | 17.77 |
| Average cloudiness | 8.0 |
| Average state of weather | C |
| Max. temperature, (highest) | |
| Min. temperature, (lowest) | 21,1 |

W. H. HARMON, Sergeant Signal Corps.

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By all first-class Steamship Lines at lowest rates. Call on or address,

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FOR SALE.

Two Tugs and Three Marine Boilers.

Tug Uncle Sam.

Length 60 feet, beam 14 feet, depth 7 feet, draft 8 feet, engine 17 by 17; steel boiler 12 feet long, 5 feet 4 inches diameter, of ⅜ths plate, allowed 100 pounds of steam. Hull rebuilt in 1887. Price $5000.

Tug J. C. Ingram,

Length 54 feet, beam 15 feet 6 inches, depth 7 feet, engine 17 by 18, boiler 10 feet long, 5¼ feet diameter, of ⅝ths plate, allowed 60 pounds of steam. Rebuilt in 1885. Price $5000.

A Martne Steel Boiler,

17 feet long, 7 feet diameter, allowed 110 pounds of steam, 6 years old, in good condition; price $800.

A Marine Iron Boiler,

14 feet long, 7½ feet diameter, allowed 80 pounds of steam, in good repair; price $400.

rine Iron Boiler,

14 feet long, 5½ feet diameter, allowed 90 pounds steam, in good condition; price $300.

Apply to

DUNHAM TOWING & WRECKING CO.,
234 South Water St., Chicago, Ill.

## OUR MERCHANT MARINE.

The subject of our merchant marine is so vast and important that few know its magnitude. What America is to-day compared with what she was in 1856 is not flattering. In 1856 the American vessels took the lead in carrying from and to American ports, while her vessels for speed, symmetry, and durability were equal to anything afloat. So well conducted was our marine that in 1856 our vessels carried 76 per cent of exports and imports of the United States. The depredations of the Alabama, etc., were so great that in 1863 we only carried 11 per cent instead of the 76 as in 1855, from which we have not since recovered. In 1868 we rose to 35 per cent and declined again until 1870, when our percentage of carrying rose to 35.6. Again we fell lower and lower, until in 1887 our downward course had reached 13.80, almost as bad as when the Alabama was scouring the seas.

What is the consequence of this? The consequence is that America pays to foreign shipowners $150,000,000 annually for the transportation of her merchandise. Since the war $3,000,000,000 has been paid out, which is more than our national debt was. This drain continues and increases, which is depleting our resources and taking away that which ought to be added to them and enrich us, instead of being paid other nations for that which we are able and ught to do for ourselves.

The steamers of the United States above 100 tons are 379; those of Great Britain 4,906, which enable England to penetrate into every corner of the earth where there is any trade or likely to be any trade. The loss which is accrued, from what may appear an experiment, is largely covered by the government in subsidies or the vessel is sent there by the government itself. What is paid by the government is not a loss, but goes to her subjects. The money paid only changes hands.

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The Joseph Dixon Crucible Co., (Crucibles, Graphite Paints, Pencils and Lubricants(, Jersey City, N. J., writes us:

The year 1888, which is closing, is chiefly notable with us for the large increase in the business of graphic specialties made by us, such as silica graphite paint, graphite pipe joint grease, graphite grease, and this verifies a prediction made by us years ago, that graphite would prove to be one of the greatest smaller articles in the arts. The total amount of business done by the Dixon Co., in 1888 is larger than in any previous year We have had to increase our plant by putting in one large new black-lead mixer, one large paint mixer, and one 100 H. P. steam boiler. We are heating a large portion of our buildings here by exhaust steam, having equipped for that purpose.

We see no reason why 1889 should not bring everybody in the United States good times, where a nation of sixty million wide-awake, energetic people are gathered together under a million and one faetory roofs, managed chiefly by younger men, educated in our best scientific schools, it promises good for the future.

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In 1797, 54,600 tons of shipping were built in the United States. In 1811 147,000 tons were launched, and in 1812 the first steamship that was constructed on Ameridan waters was launched, and yet we are without an ocean mercantile mar ne to-day.

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The Lidgerood Manufacturing Company, New York, have just issued their new catalogue for 1889. It is a beauty and a credit to this enterprising concern. The book contains fully a hundred excellently executed engravings of their superior hoisting machinery, boilers, etc., and will be forwarded to those making application.

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Speaking of the McComber mine near Tower the Iron Journal says. It is expected now that the McComber property will ship ore during the coming season. This is what the owners claim, and they give good substantial reasons for the assertion. The main line of the Iron Range railway adjoins their property almost—in fact a good track could be laid to the McCombre inside of one month. Sufficient ore is said to be in sight to justify the shipping theory and we hope so. If it does ship it ought to be able to get away 20,000 tons at the least, as it is well located for general work.

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The New York Belting and Packing Company, New York, have just issued a new pocket catalogue of their well known vulcanized rubber specialties, which will be cheerfully furnished to those making application for the same. It is very neat and handsomely gotten up, with illuminated cover printed in six colors.

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The Suez canal cost less than one hundred million dollars. Two hundred and seventy-five millions of dollars have been expended upon the Panama canal scheme, and the prospect is that the entire project will have to be totally apandoned.

---

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---

A brief synop-is of the weather forecasts for the year 1888 would now be in order, to show the average success of the weathe bureau's predictions. The sooner a le is computed having these particulars set forth, the more reliable will the prognostications be considered by the marine world.

Instead of iron, steel is more used for shipbuilding, and when it is considered that steel is more buoyant, and stronger, besides carrying from five to seven and a half per cent more cargo, the increased preference for steel hulls is not to be wondered at.

A recent issue of the *Scientific American* contained an exhaustive description of the corrugated boiler used in the celebrated Strong locomotive, A. G. Darwin. The Continental Iron Works, Greenpoint, L. I., are the sole manufacturers of corrugated boilers in the United States.

---


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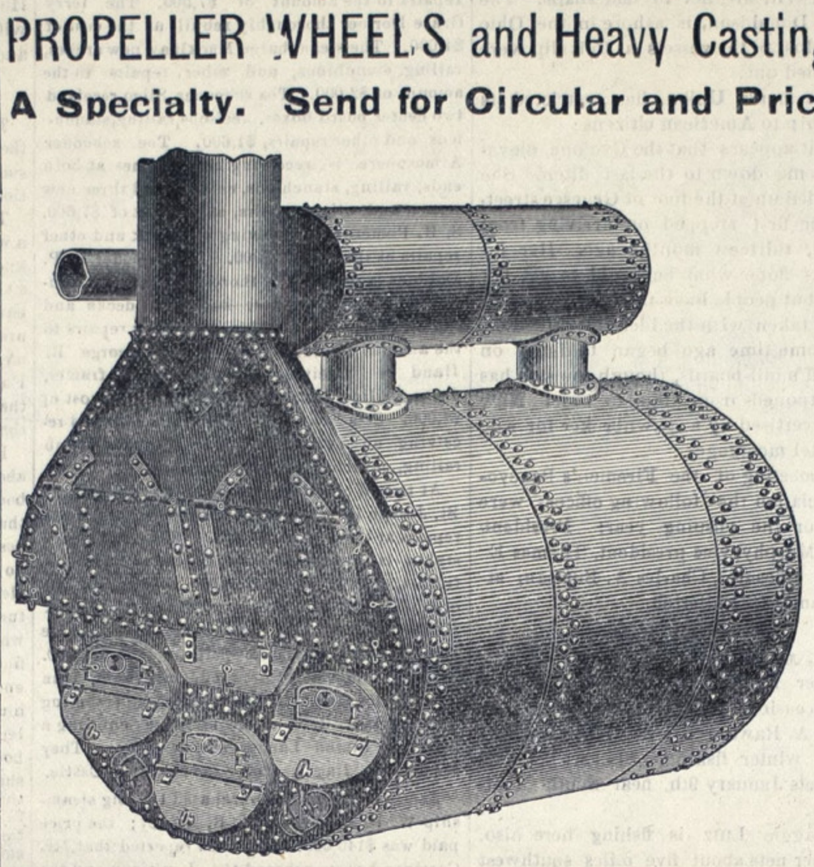

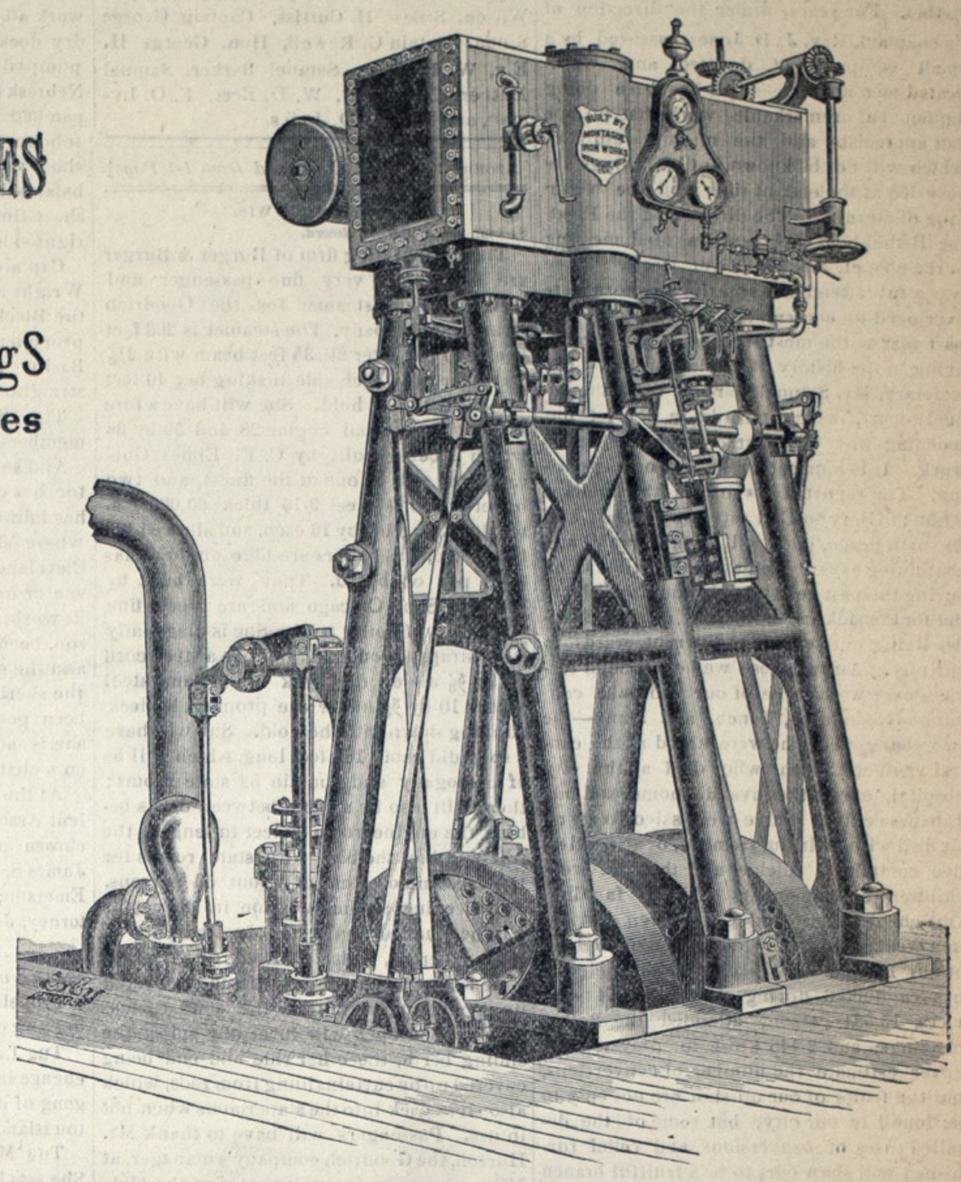

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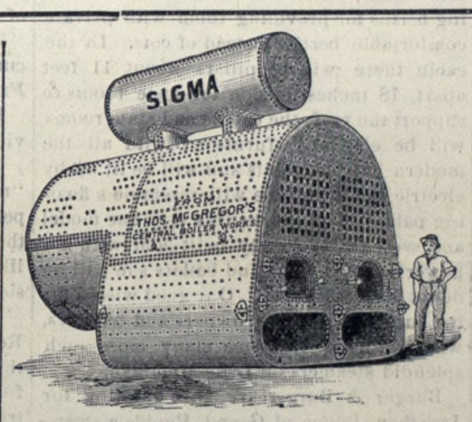


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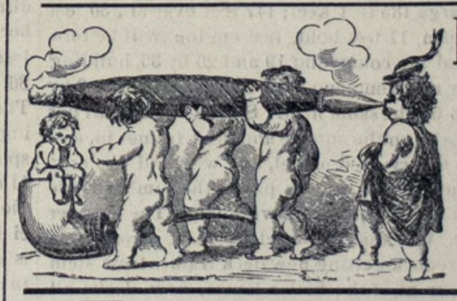

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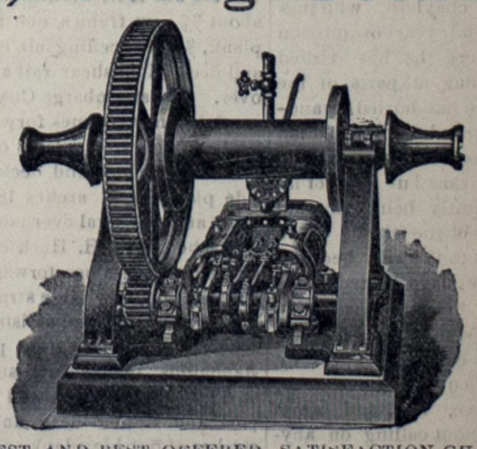

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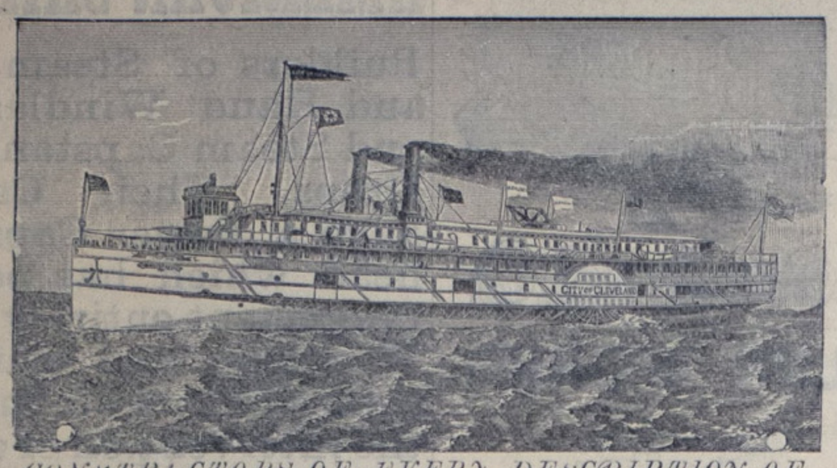

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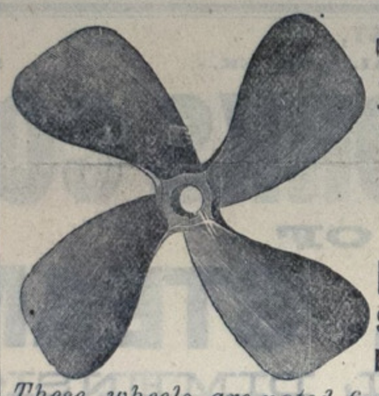

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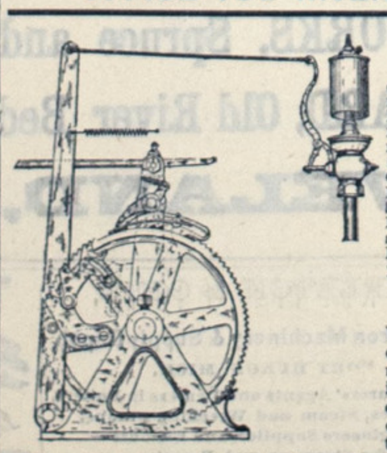

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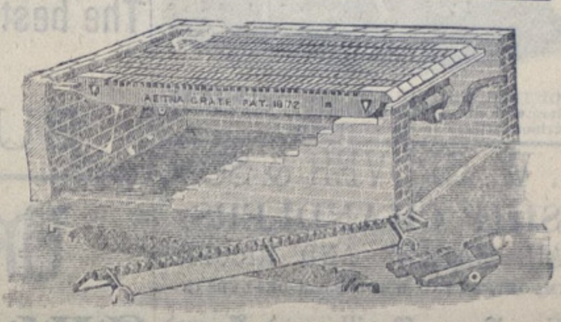

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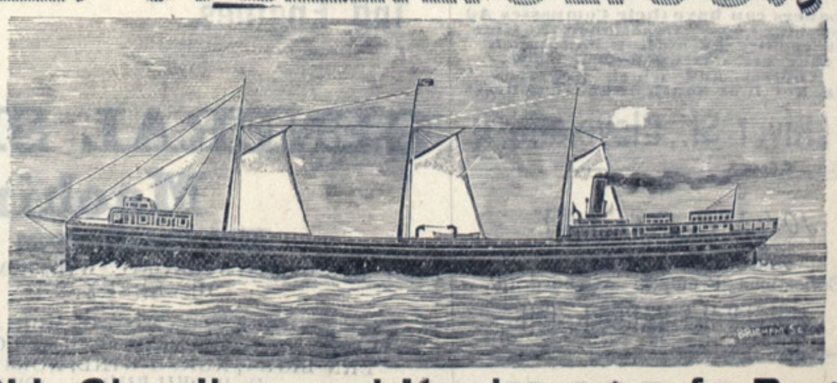

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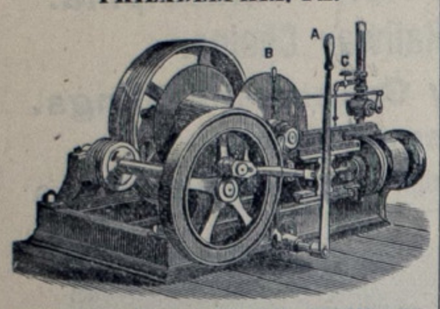

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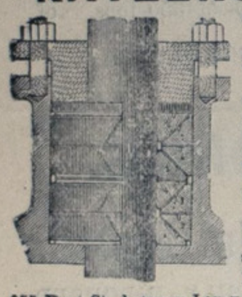

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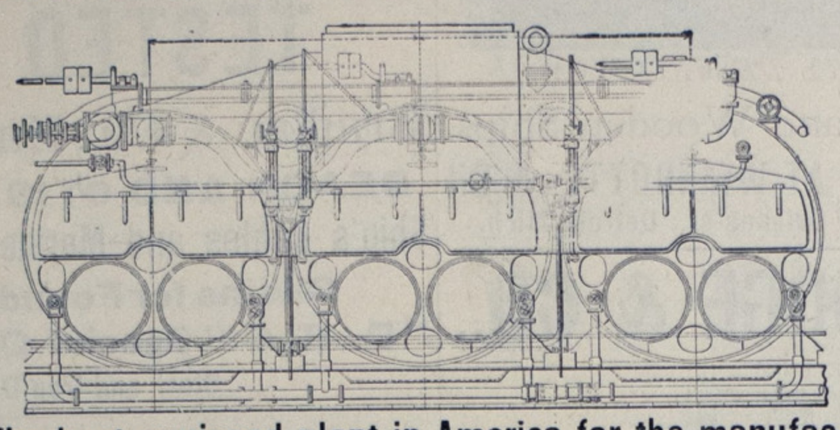

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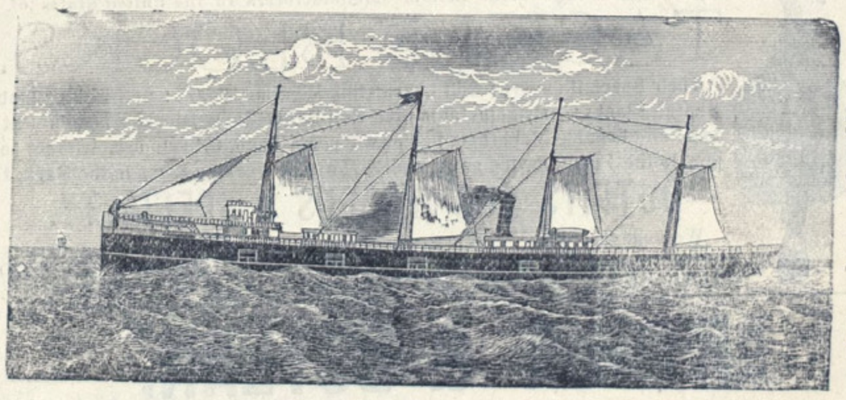

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